

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

OFFICE OF DESIGN POLICY & SUPPORT INTERDEPARTMENTAL CORRESPONDENCE

FILE P.I. # 0013812
Hart County
GDOT District 1 - Gainesville
SR 77 SPUR @ Cedar Creek
7.5 miles SE of Hartwell –
Bridge Replacement

OFFICE Design Policy & Support

DATE March 15, 2018

FROM  for Brent Story, State Design Policy Engineer

TO SEE DISTRIBUTION

SUBJECT APPROVED CONCEPT REPORT

Attached is the approved Concept Report for the above subject project.

Attachment

DISTRIBUTION:

Hiral Patel, Director of Engineering
Joe Carpenter, Director of P3
Albert Shelby, Director of Program Delivery
Darryl VanMeter, Assistant Director of P3/State Innovative Delivery Administrator
Kim Nesbitt, Program Delivery Administrator
Bobby Hilliard, Program Control Administrator
Cindy VanDyke, State Transportation Planning Administrator
Eric Duff, State Environmental Administrator
Bill DuVall, State Bridge Engineer
Andrew Heath, State Traffic Engineer
Angela Robinson, Financial Management Administrator
Lisa Myers, State Project Review Engineer
Monica Flournoy, State Materials Engineer
Patrick Allen, State Utilities Engineer
Paul Tanner, State Transportation Data Administrator
Attn: Systems & Classification Branch
Benny Walden, Statewide Location Bureau Chief
Brent Cook, District Engineer
Brandon Kirby, District Preconstruction Engineer
Robby Oliver, District Utilities Engineer
Jeff Henry, Project Manager
BOARD MEMBER - 9th Congressional District

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
LIMITED SCOPE PROJECT CONCEPT REPORT**

Project Type: <u>Bridge Replacement</u>	P.I. Number: <u>0013812</u>	
GDOT District: <u>1</u>	County: <u>Hart</u>	
Federal Route Number: <u>N/A</u>	State Route Number: <u>SR 77 Spur</u>	
Project Number: <u>N/A</u>		

**** Report updated to address Office Head Review Comments**

Project Description: Bridge replacement at Cedar Creek on SR 77 Spur/Cokesbury Highway approximately 7.5 miles southeast of Hartwell in Hart County.

Submitted for approval:

Tom Fravel

Tom Fravel, PE, American Engineers, Inc.

1/11/2018

Date

1/22/18

State Program Delivery Administrator

[Signature]
GDOT Project Manager

[Signature]

Date

1/12/2018

Date

*** Recommendations on File**

Recommendation for approval:

***Eric Duff/KLP**

State Environmental Administrator

1/25/2018

Date

***Christina Barry/KLP**

for State Traffic Engineer

2/1/2018

Date

***Bill DuVall/KLP**

State Bridge Engineer

2/3/2018

Date

***Brandon Kirby/KLP**

District Preconstruction Engineer

1/31/2018

Date

- ☐ MPO Area: This project is consistent with the MPO adopted Regional Transportation Plan (RTP)/Long Range Transportation Plan (LRTP).
- ☒ Rural Area: This project is consistent with the goals outlined in the Statewide Transportation Plan (SWTP) and/or is included in the State Transportation Improvement Program (STIP).

[Signature]
State Transportation Planning Administrator

1-31-18
Date

Approval:

Concur:

Hiral Patel

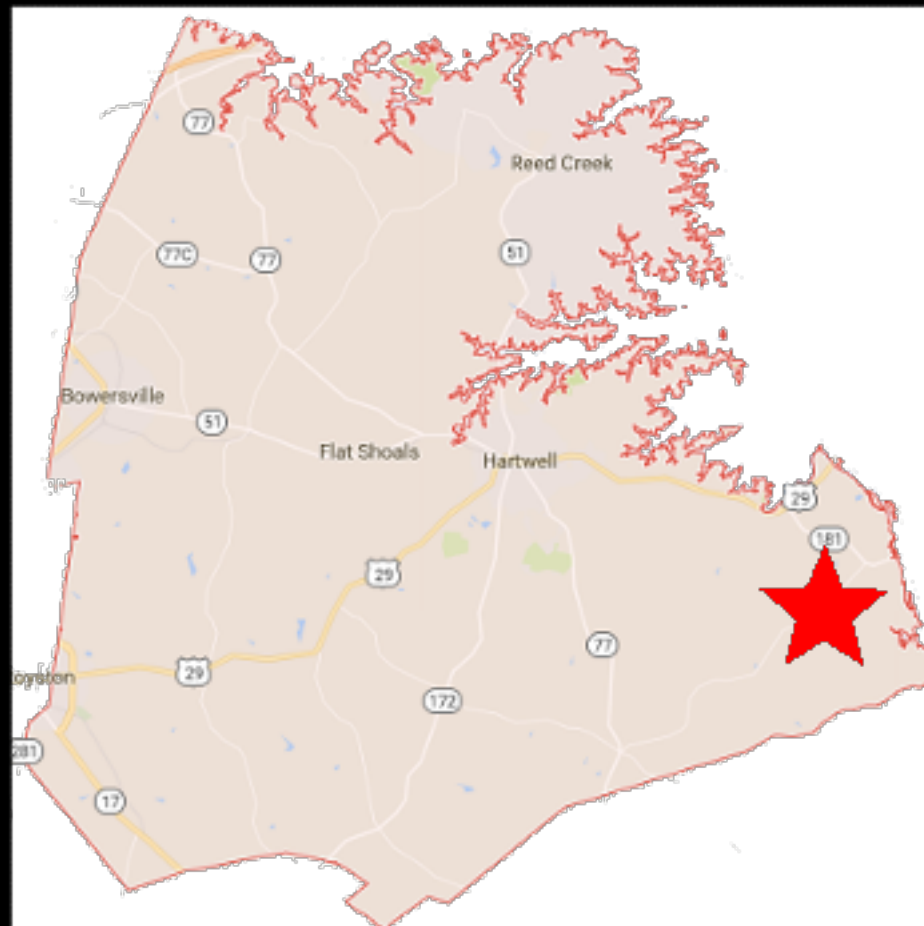
GDOT Director of Engineering

02-24-2018
Date

Approve:

[Signature]
GDOT Chief Engineer

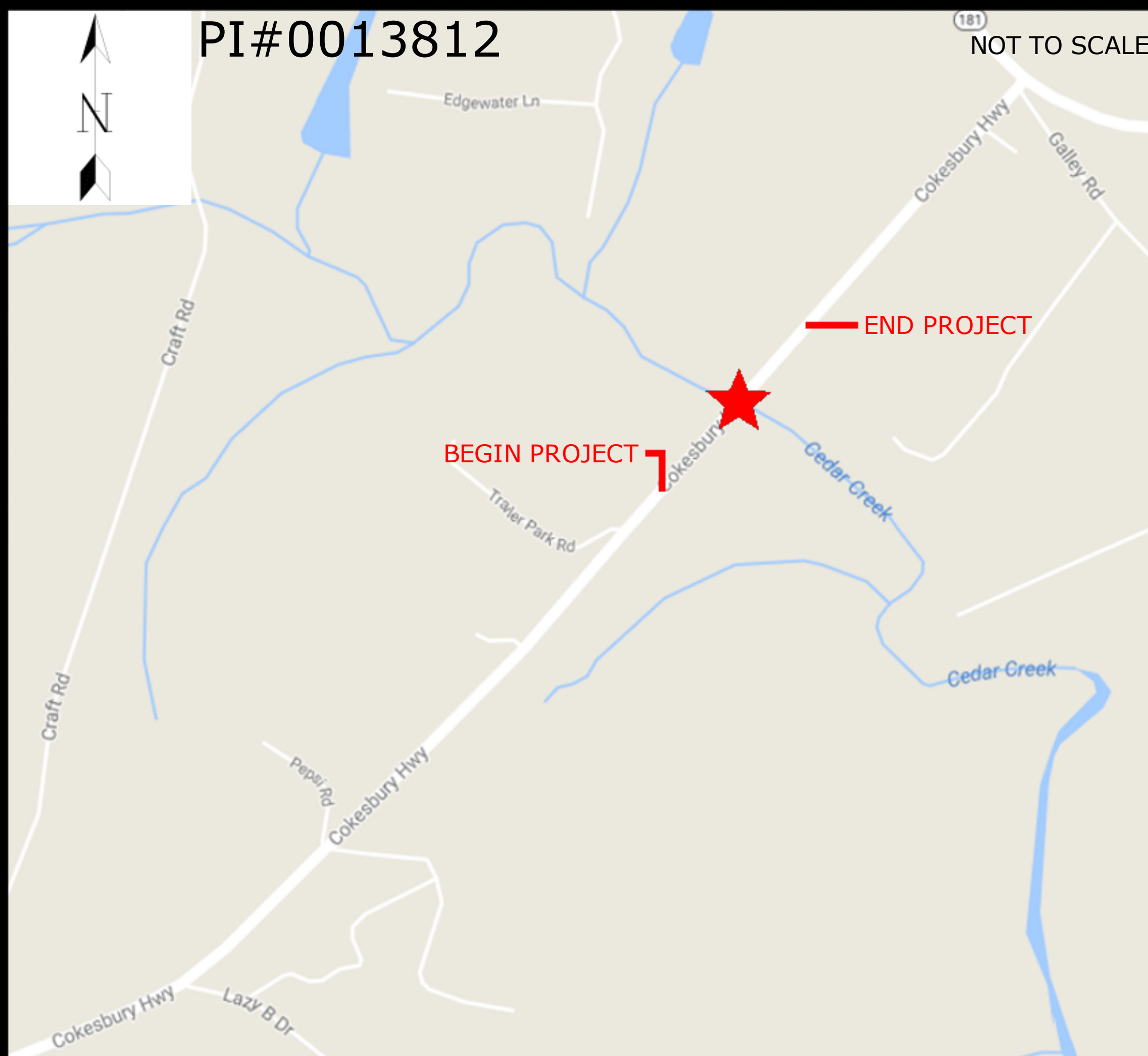
2/25/18
Date



HART COUNTY

PI#0013812

NOT TO SCALE



PLANNING & BACKGROUND DATA

Project Justification Statement: Prepared by: The GDOT Office of Bridge Design: The bridge on SR 77 Spur over Cedar Creek, Structure ID 147-0013-0, was built in 1957. This bridge consists of three (3) spans of continuous steel girders on concrete caps with concrete columns. The bridge was designed using an H-15 vehicle, which is below current design standards. This bridge has fatigue prone members (cantilever shoe bearings) in the superstructure. The overall condition of this bridge would be classified as satisfactory. The deck is in good condition. The superstructure is in satisfactory condition with moderate deflection of the steel beams. The substructure is in satisfactory condition with hairline cracking in the caps and minor spalls. This bridge is classified as having an unknown foundation and therefore could be at risk for scour. Due to the age of the structure, the fatigue prone members in the superstructure and the unknown foundation in the substructure, replacement of this 60-year-old bridge is recommended.

Existing conditions: The project is located at the bridge that spans over Cedar Creek along SR 77 Spur /Cokesbury Hwy. SR 77 Spur is classified as a 2-lane rural major collector roadway with a posted speed limit 55-mph and connects SR 181 and SR 77.

Other projects in the area:

- **P.I.# 0013811** – Bridge Replacement on SR 77 Spur at Little Coldwater Creek; Concept

MPO: N/A - not in an MPO

TIP #: N/A

Congressional District(s): 9

Federal Oversight: ☐PoDI ☒Exempt ☐State Funded ☐Other

Projected Traffic: AADT 24 HR T: 15.5%
Current Year (2017): 1100 Open Year (2021): 1150 Design Year (2041): 1400
Traffic Projections Performed by: Gresham Smith and Partners
Date approved by the GDOT Office of Planning: 10/26/2017

Functional Classification (Mainline): Rural Major Collector

Complete Streets - Bicycle, Pedestrian, and/or Transit Standards Warrants:

Warrants met: ☒None ☐Bicycle ☐Pedestrian ☐Transit

Pavement Evaluation and Recommendations

Initial Pavement Evaluation Summary Report Required?	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes
Initial Pavement Type Selection Report Required?	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes
Feasible Pavement Alternatives:	<input checked="" type="checkbox"/> HMA <input type="checkbox"/> PCC	<input type="checkbox"/> HMA & PCC

DESIGN AND STRUCTURAL

Description of Proposed Project: This project, P.I. 0013812, would begin on SR 77 Spur/Cokesbury Highway north of Tybee Lane and run northerly. Once reaching Cedar Creek, a new bridge would be constructed along the existing alignment to replace the structurally deficient existing bridge. The project would end south of Jim Gulley Road and tie into the existing alignment. The proposed typical section for the alignment would consist of a 2-lane rural roadway, 12-ft. travel lanes with 10-ft. shoulders (4-ft. paved) on each side. The proposed bridge would consist of a 2-lane section with 12-ft. travel lanes and 6-ft. shoulders. The total length of this project would be 0.3-miles. The right-of-way is anticipated to remain 100-ft.

Accelerated Bridge Construction (ABC): The preferred alternate for this bridge replacement is to construct the new bridge on existing alignment. The alternate will include a road/bridge closure for the duration of the project with an off-site detour of 8.2 additional travel miles. The proposed project could utilize prefabricated bridge elements to reduce the overall construction duration and limit the mobility impacts. It is anticipated the prefabricated bridge elements used for this alternative will be precast deck panels with Ultra-High Performance Concrete (UHPC) for the deck connections/closure pour. Using ABC for the superstructure construction will eliminate 3 to 5 months from the required road closure. Anticipated construction duration 12 months, anticipated off site detour/road closure 6 months. This work is considered a tier 5 ABC.

Major Structures:

Structure ID	Existing	Proposed
147-0013-0	Bridge at SR 77 Spur/Cokesbury Highway over Cedar Creek; 210' x 30', 3-Span	New bridge over Cedar Creek; 220' x 39'-3", 3-Span

Mainline Design Features: SR 77 Spur/Cokesbury Highway

Feature	Existing	Policy	Proposed
Typical Section			
- Number of Lanes	2		2
- Lane Width(s)	12	11'-12'	12'
- Median Width & Type	None	None	None
- Outside Shoulder Width	Varies	8'-10'	10'
- Outside Shoulder Slope	Varies	6%	6%
- Inside Shoulder Width	None	None	None
- Sidewalks	None	None	None
- Auxiliary Lanes	None		None
- Bike Accommodations	None	None	None
Posted Speed	55 mph		55 mph
Design Speed	55 mph	55 mph	55 mph
Minimum Horizontal Curve Radius		N/A	N/A
Maximum Superelevation Rate		N/A	N/A
Maximum Grade		7%	7%
Access Control	By Permit	By Permit	By Permit
Design Vehicle		≥ SU	WB-67
Pavement Type	HMA	HMA	HMA

Is the project located on a NHS roadway?

☒ No

☐ Yes

Design Exceptions/Design Variances to GDOT and/or FHWA Controlling Criteria anticipated:

- None

Design Variances to GDOT Standard Criteria anticipated:

- None

Lighting required: ☒ No ☐ Yes

Off-site Detours Anticipated: ☐ No ☐ Undetermined ☒ Yes

Transportation Management Plan [TMP] Required: ☐ No ☒ Yes
If Yes: Project classified as: ☒ Non-Significant ☐ Significant
TMP Components Anticipated: ☒ TTC ☐ TO ☐ PI

INTERCHANGES AND INTERSECTIONS

Major Interchanges/Intersections: None

Intersection Control Evaluation (ICE) Required: ☒ No ☐ Yes
Roundabout Peer Review Required: ☒ No ☐ Yes ☐ Completed – Date:

UTILITY AND PROPERTY

Railroad Involvement: None

Utility Involvements: Comcast-CATV, Hart EMC, Hart Telephone

SUE Required: ☒ No ☐ Yes

Public Interest Determination Policy and Procedure recommended? ☒ No ☐ Yes

Right-of-Way: Existing width: 100ft. Proposed width: 100ft.
Required Right-of-Way anticipated: ☒ None ☐ Yes ☐ Undetermined
Easements anticipated: ☐ None ☒ Temporary ☒ Permanent ☒ Utility ☐ Other

Anticipated total number of impacted parcels:	<u>4</u>
Displacements anticipated:	Businesses: <u>0</u>
	Residences: <u>0</u>
	Other: <u>0</u>
Total Displacements:	<u>0</u>

Impacts to USACE property anticipated? ☒ No ☐ Yes ☐ Undetermined

CONTEXT SENSITIVE SOLUTIONS

Issues of Concern: None

Context Sensitive Solutions Proposed: N/A

County: Hart

ENVIRONMENTAL AND PERMITS

Anticipated Environmental Document:

NEPA: ☐ PCE ☒ CE ☐ EA-FONSI
GEPA: ☐ Type A ☐ Type B ☐ None

Level of Environmental Analysis:

- ☒ The environmental considerations noted below are based on preliminary desktop or screening level environmental analysis and are subject to revision after the completion of resource identification, delineation, and agency concurrence.
- ☐ The environmental considerations noted below are based on the completion of resource identification, delineation, and agency concurrence.

Water Quality Requirements:

MS4 Compliance – Is the project located in an MS4 area? ☒ No ☐ Yes

Is Non-MS4 water quality mitigation anticipated? ☒ No ☐ Yes

Environmental Permits, Variances, Commitments, and Coordination anticipated:

Permit/Variance/Commitment/ Coordination Anticipated	No	Yes	Remarks
1. U.S. Coast Guard Permit	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
2. Forest Service/NPS	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
3. CWA Section 404 Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
4. Tennessee Valley Authority Permit	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
5. 33 USC 408 Decision	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
6. Buffer Variance	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
7. Coastal Zone Management Coordination	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
8. NPDES	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
9. FEMA	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
10. Cemetery Permit	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
11. Other Permits	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
12. Other Commitments	<input type="checkbox"/>	<input checked="" type="checkbox"/>	107.23H
13. Other Coordination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	USFWS,GA DNR,Georgia SHPO

NEPA/GEPA Comments & Information:

NEPA: The anticipated environmental document for the proposed project is a Categorical Exclusion. No Section 4(f) evaluation is anticipated.

Ecology: An Ecology report has not been prepared. Field surveys identified 1 Perennial Stream and 5 Ephemeral Channels within the survey area. There is potential for the Northern Long Eared Bat and its presence will be assumed based on suitable habitat, therefore no surveys would be required. However, the Sandbar shiner will require survey, and its survey season is between April 30th – November 30th.

History: A History report has not yet been prepared. Preliminary survey has identified one potential resource, however it is not anticipated to be found eligible for the National Register of Historic Places. The bridge itself is not historic.

Archaeology: An archaeology report has not been prepared. A desktop survey did not identify any previously recorded archaeological sites in the project area. Field survey is underway.

Air Quality:

Is the project located in an Ozone Non-attainment area? ☒ No ☐ Yes

Carbon Monoxide hotspot analysis required? ☒ No ☐ Yes

Noise: Noise studies have not been prepared. A Type III assessment is anticipated.

Public Involvement: No public involvement has taken place. A public detour open house is anticipated, as the preferred alternative proposes the use of an off-site detour.

COORDINATION, ACTIVITIES, RESPONSIBILITIES, AND COSTS

Is Federal Aviation Administration (FAA) coordination anticipated? ☒ No ☐ Yes

Project Meetings:

- Progress Team Meeting – 10/6/2017
- Concept Team Meeting – 12/7/2017

Other coordination to date:

Project Activity	Party Responsible for Performing Task(s)
Concept Development	American Engineers, Inc.
Design	American Engineers, Inc.
Right-of-Way Acquisition	GDOT
Utility Coordination (Preconstruction)	GDOT
Utility Relocation (Construction)	Utility Owners
Letting to Contract	GDOT
Construction Supervision	GDOT
Providing Material Pits	Contractor
Providing Detours	Contractor
Environmental Studies, Documents, & Permits	Atkins North America, Inc. Edwards-Pitman Environmental, Inc. Ecological Solutions, Inc.
Environmental Mitigation	GDOT
Construction Inspection & Materials Testing	GDOT

Project Cost Estimate and Funding Responsibilities:

	PE Activities		ROW	Reimbursable Utilities	CST*	Total Cost
	PE Funding	Section 404 Mitigation				
Funded By	Federal & State Funds	Federal & State Funds	Federal & State Funds	Federal & State Funds	Federal & State Funds	
\$ Amount	\$500,000	\$0	\$137,000	\$88,000	\$2,787,942	\$3,512,942
Date of Estimate	8/7/2017	10/27/2017	12/12/2017	10/11/2017	2/12/2018	

*CST Cost includes: Construction, 10% Contingencies, and Construction Engineering and Inspection.

ALTERNATIVES DISCUSSION

Preferred Alternative: The preferred alternative is to replace the existing bridge with a new permanent 3-span bridge on the existing alignment. A section of SR 77 Spur will be reconstructed from north of Tybee Lane to south of Jim Gulley Road in order to tie the new bridge into the existing alignment. The total length of this alternative is 0.3-miles. This alternative would involve a road closure for the duration of the project. Traffic would be detoured off-site. The detour route would result in an additional 8.2 travel miles. Local traffic would have the option to use local roads. This is the preferred option unless there is strong opposition to the road closure and detour.			
Estimated Property Impacts:	4	Estimated Total Cost:	\$3,512,942
Estimated ROW Cost:	\$137,000	Estimated CST Time:	12-months
Rationale: This alternative was selected because it will minimize impacts to the adjacent properties. This alternative will have fewer impacts, including environmental and right-of-way, and will have a less substantial cost than the other alternatives proposed.			

No-Build Alternative: No improvements.			
Estimated Property Impacts:	0	Estimated Total Cost:	\$0
Estimated ROW Cost:	\$0	Estimated CST Time:	0-months
Rationale: This alternative would not address the condition of the existing bridge.			

Alternative 1: This alternative is to construct a temporary detour bridge and alignment to the east of SR 77 Spur in order to avoid a road closure. The detour alignment will diverge from the existing alignment north of Tybee Lane and converge with the existing alignment south of Jim Gulley Road. The alignment of SR 77 Spur will be reconstructed from south of Tybee Lane to south of Jim Gulley Road. The reconstructed section of SR 77 Spur will consist of a new 2-lane rural roadway, 12-ft. travel lanes, a 8-ft shoulder on each side, and a new permanent 3-span bridge. The total length of this new section is 0.4-miles.			
Estimated Property Impacts:	11	Estimated Total Cost:	\$4,852,786
Estimated ROW Cost:	\$350,000	Estimated CST Time:	15-months
Rationale: This alternative was not selected due to the increased impacts to properties and higher cost.			

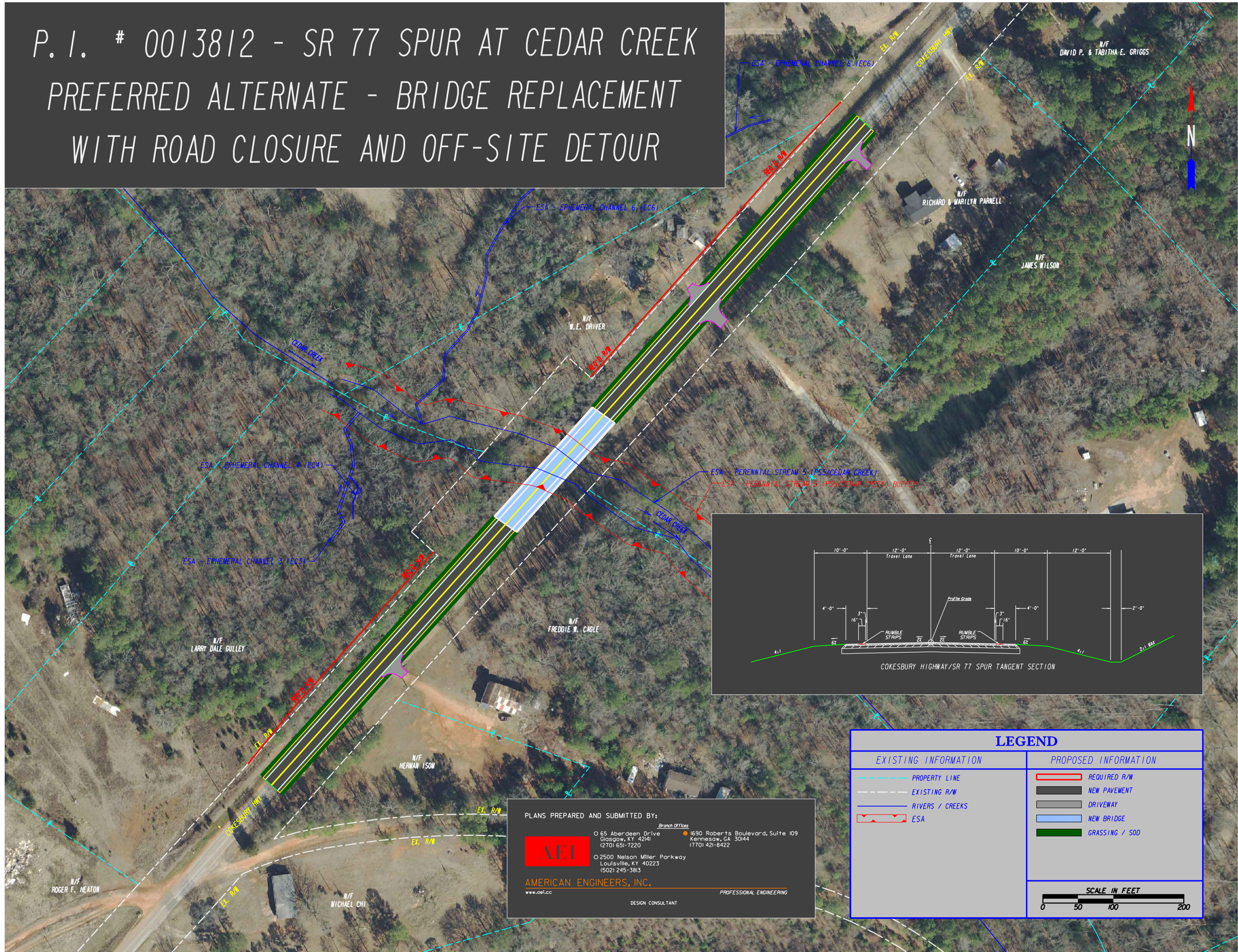
Alternative 2: This alternative is to construct a temporary detour bridge and alignment to the west of SR 77 Spur in order to avoid a road closure. The detour alignment will diverge from the existing alignment north of Tybee Lane and converge with the existing alignment south of Jim Gulley Road. The alignment of SR 77 Spur will be reconstructed from south of Tybee Lane to south of Jim Gulley Road. The reconstructed section of SR 77 Spur will consist of a new 2-lane rural roadway, 12-ft. travel lanes, a 8-ft shoulder on each side, and a new permanent 3-span bridge. The total length of this new section is 0.4-miles.			
Estimated Property Impacts:	11	Estimated Total Cost:	\$4,856,547
Estimated ROW Cost:	\$350,000	Estimated CST Time:	15-months
Rationale: This alternative was not selected due to the increased impacts to properties, one total residential take, and higher cost.			

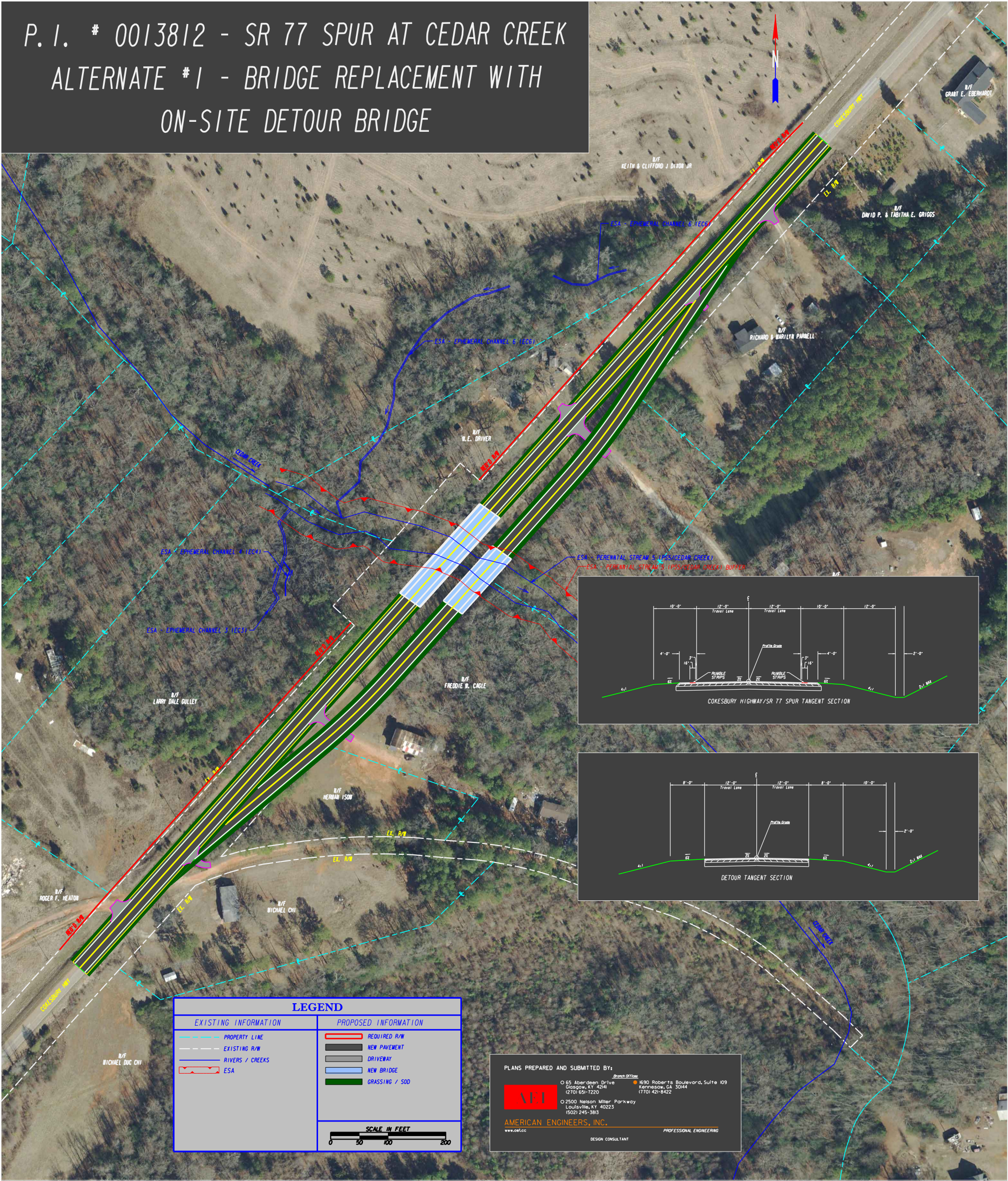
Additional Comments/ Information:

LIST OF ATTACHMENTS/SUPPORTING DATA

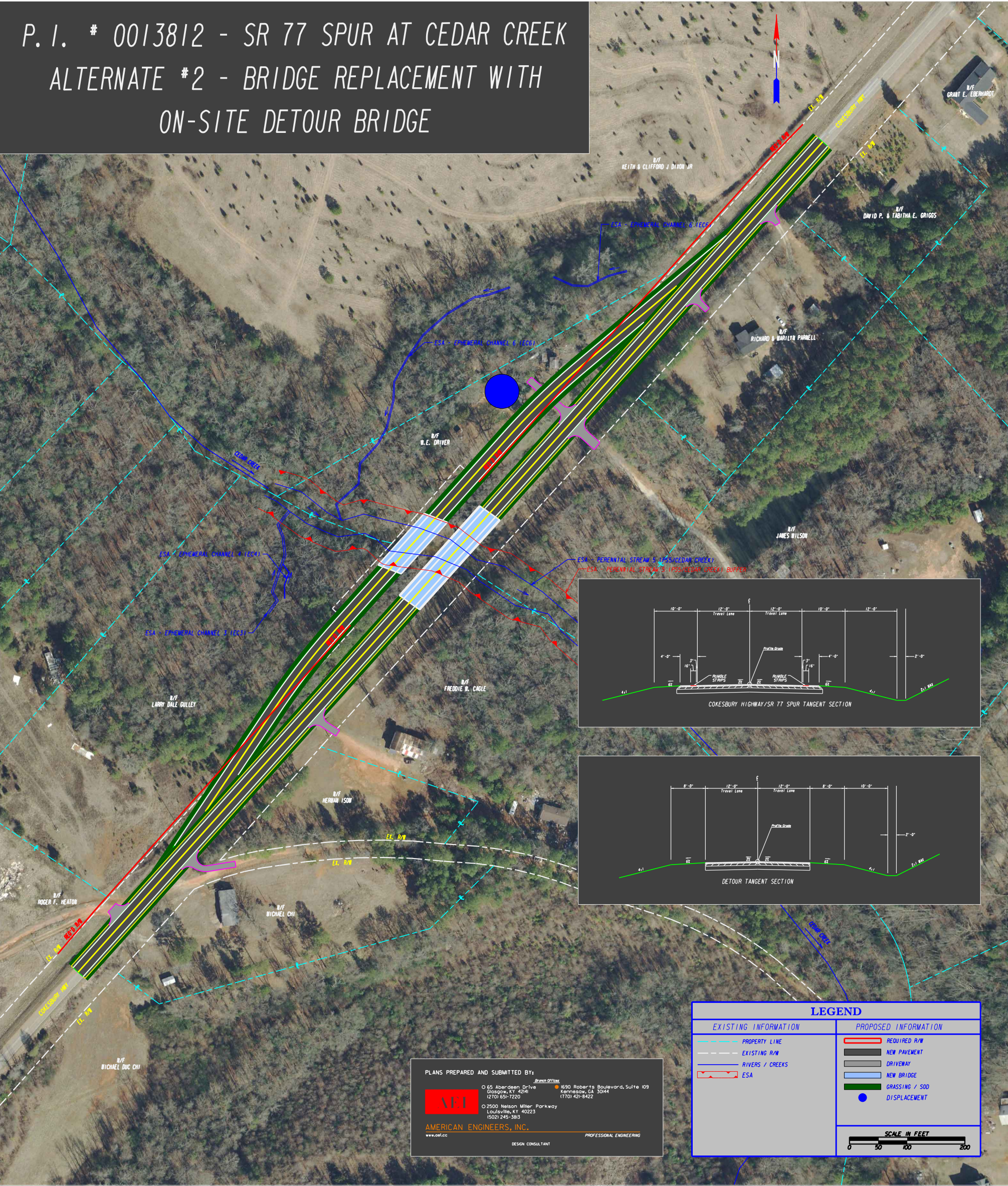
1. Concept Layouts
2. Typical Sections
3. Costs
4. Traffic Projections
5. Detour Maps
6. Meeting Minutes
7. Bridge Inventory Data Sheets

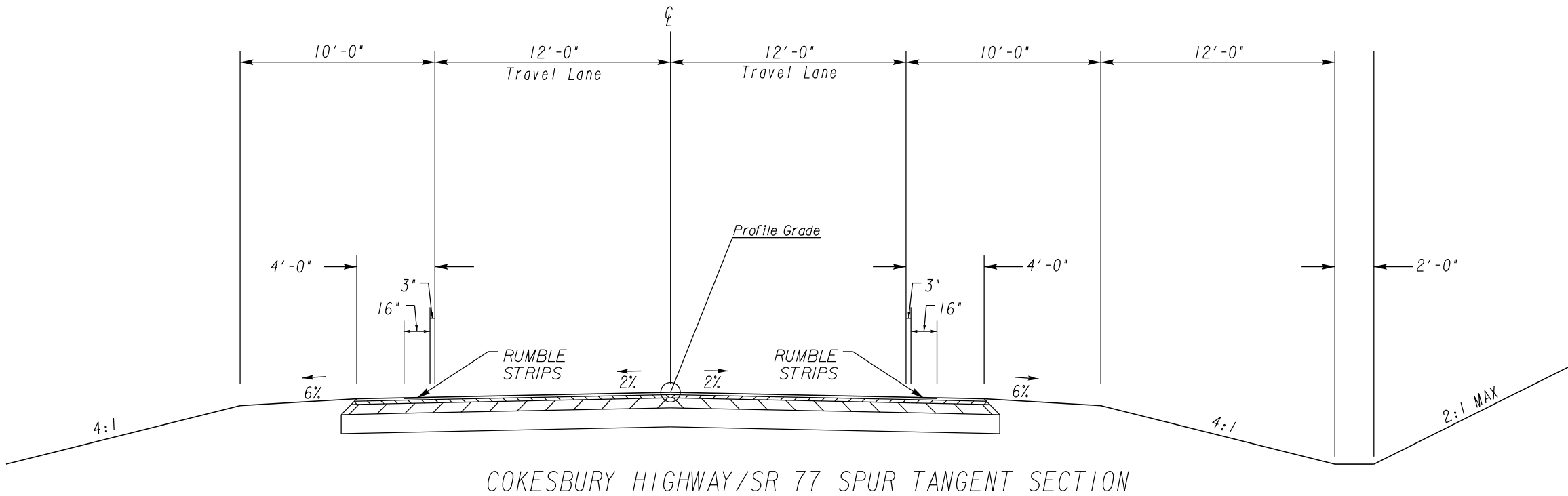
P. I. # 0013812 - SR 77 SPUR AT CEDAR CREEK
PREFERRED ALTERNATE - BRIDGE REPLACEMENT
WITH ROAD CLOSURE AND OFF-SITE DETOUR





P.I. # 0013812 - SR 77 SPUR AT CEDAR CREEK
ALTERNATE #2 - BRIDGE REPLACEMENT WITH
ON-SITE DETOUR BRIDGE





PLANS PREPARED AND SUBMITTED BY:

AEI

AMERICAN ENGINEERS, INC.

DESIGN CONSULTANT

PROFESSIONAL ENGINEERING

Branch Office

65 Aberdeen Drive
Glasgow, KY 42041
(270) 651-7220

2500 Nelson Miller Parkway
Louisville, KY 40223
(502) 245-3803

1690 Roberts Boulevard, Suite 109
Kennesaw, GA 30144
(770) 421-8422

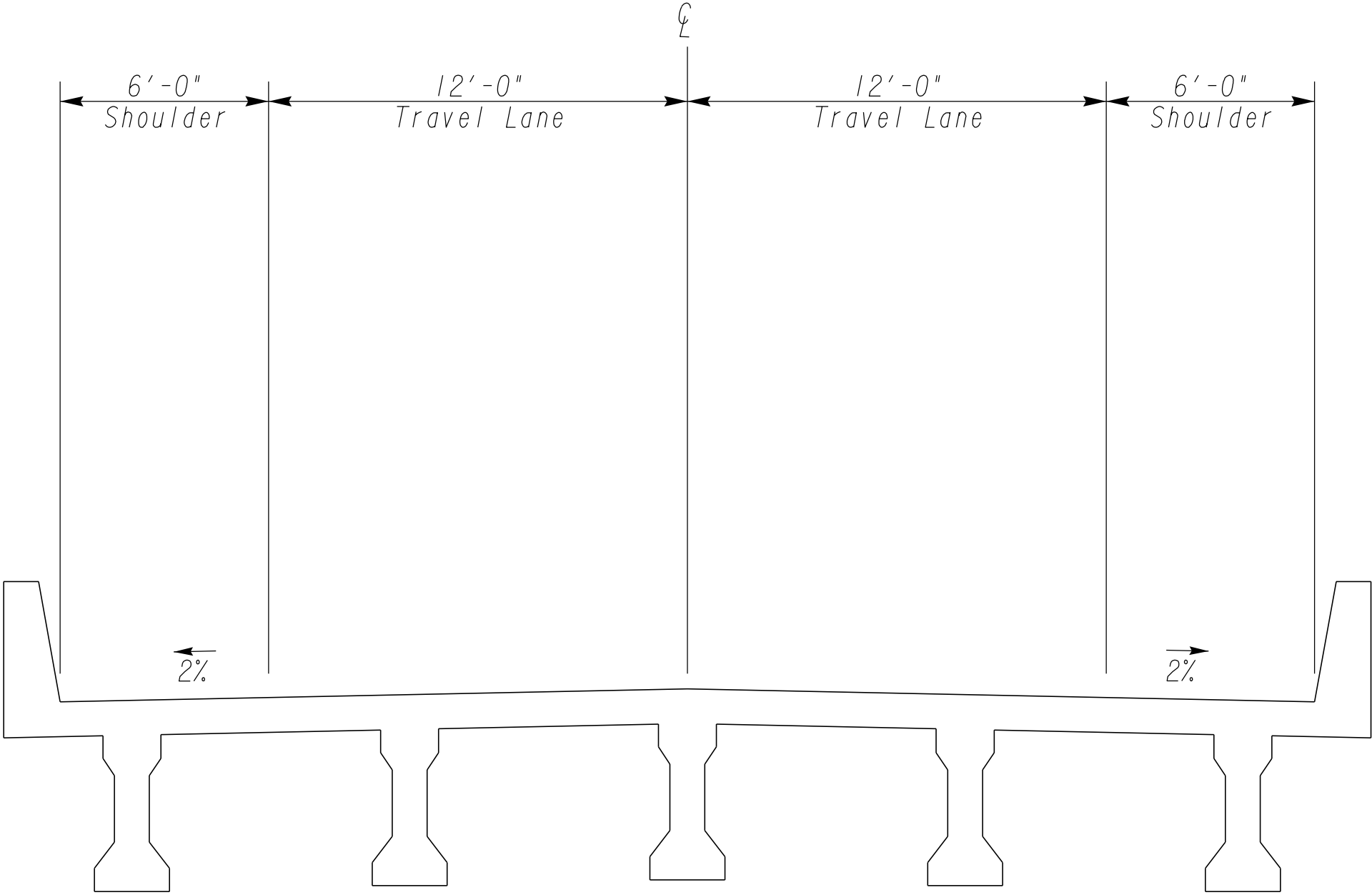
NOT TO SCALE

REVISION DATES


TYPICAL SECTIONS

SR 77 SPUR @ CEDAR CREEK
7.5 MI SE OF HARTWELL

CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	05-0001
CORRECTED:	DATE:	
VERIFIED:	DATE:	



PLANS PREPARED AND SUBMITTED BY:



AMERICAN ENGINEERS, INC.
www.aei.co

65 Aberdeen Drive
Glasgow, KY 42041
(270) 651-7220

2500 Nelson Miller Parkway
Louisville, KY 40223
(502) 245-3803

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Kennesaw, GA 30144
(770) 421-8422

PROFESSIONAL ENGINEERING

DESIGN CONSULTANT

NOT TO SCALE

REVISION DATES

TYPICAL SECTIONS

SR 77 SPUR @ CEDAR CREEK
7.5 MI SE OF HARTWELL

CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	05-0002
CORRECTED:	DATE:	
VERIFIED:	DATE:	

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

----- INTERDEPARTMENT CORRESPONDENCE

FILE P.I. No. 0013812 **OFFICE** Program Delivery

PROJECT DESCRIPTION

Bridge replacement at Cedar Creek on SR 77 Spur/Cokesbury Highway approximately 7.5 miles southeast of Hartwell in Hart County.

DATE February 12, 2018

From: American Engineers, Inc.

To: Lisa L. Myers, State Project Review Engineer
via Email Mailbox: CostEstimatesandUpdates@dot.ga.gov

Subject: REVISIONS TO PROGRAMMED COSTS

MGMT LET DATE 6/15/2020

PROJECT MANAGER Jeff Henry

MGMT ROW DATE 7/11/2019

PROGRAMMED COSTS (TPro W/OUT INFLATION)

LAST ESTIMATE UPDATE

CONSTRUCTION \$ 2,500,000.00

DATE

RIGHT OF WAY \$ 250,000.00

DATE

UTILITIES \$

DATE

REVISED COST ESTIMATES

CONSTRUCTION* \$ 2,787,941.67

RIGHT OF WAY \$ 137,000.00

UTILITIES \$ 88,000.00

*Cost Contains 10 % Contingency

REASONS FOR COST INCREASE AND CONTINGENCY JUSTIFICATION:

A contingency of 10% was used due to the complexity of the scope at the concept phase.

CONTINGENCY SUMMARY

A. CONSTRUCTION COST ESTIMATE:	\$	2,388,845.62	Base Estimate From CES	
B. ENGINEERING AND INSPECTION (E & I):	\$	119,442.28	Base Estimate (A) x	5 %
C. CONTINGENCY:	\$	250,828.79	Base Estimate (A) + E & I (B) x	10 %
			See % Table in "Risk Based Cost Estimation" Memo	
D. TOTAL LIQUID AC ADJUSTMENT:	\$	28,824.98	Total From Liquid AC Spreadsheet	
E. CONSTRUCTION TOTAL:	\$	2,787,941.67	(A + B + C + D = E)	

REIMBURSABLE UTILITY COSTS

UTILITY OWNER	REIMBURSABLE COST
Hart EMC	\$ 88,000.00
TOTAL	\$ 88,000.00

ATTACHMENTS: (File Copy in the Project Cost Estimate Folder)

Detailed Cost Estimate Printout From TRAQS
Liquid AC Adjustment Spreadsheet

Consultant Validation of Final QC/QA for Construction Cost Estimate Used in This Revision To Programmed Costs

COMPANY NAME: American Engineers, Inc.

VALIDATION OF FINAL QC/QA

PRINTED NAME: Tom Fravel

TITLE: Consultant Project Manager

SIGNATURE: Tom Fravel

DATE: 2/12/2018

Attachment 3

PROJ. NO.	N/A	
P.I. NO.	0013812	
DATE	2/12/2018	

INDEX (TYPE)	DATE	INDEX
REG. UNLEADED	Feb-18	\$ 2.484
DIESEL		\$ 2.941
LIQUID AC		\$ 402.00

Link to AC Index:
<http://www.dot.ga.gov/PS/Materials/AsphaltFuelIndex>

LIQUID AC ADJUSTMENTS

$$PA = [((APM - APL) / APL)] \times TMT \times APL$$

Asphalt

Price Adjustment (PA)				28099.8	\$	28,099.80
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	643.20		
Monthly Asphalt Cement Price month project let (APL)			\$	402.00		
Total Monthly Tonnage of asphalt cement (TMT)				116.5		

ASPHALT	Tons	%AC	AC ton
Leveling		5.0%	0
12.5 OGFC		5.0%	0
12.5 mm	450	5.0%	22.5
9.5 mm SP	30	5.0%	1.5
25 mm SP	1250	5.0%	62.5
19 mm SP	600	5.0%	30
	2330		116.5

BITUMINOUS TACK COAT

Price Adjustment (PA)			\$	725.18	\$	725.18
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	643.20		
Monthly Asphalt Cement Price month project let (APL)			\$	402.00		
Total Monthly Tonnage of asphalt cement (TMT)				3.006570645		

Bitum Tack

Gals	gals/ton	tons
700	232.8234	3.00657065

BITUMINOUS TACK COAT (surface treatment)

Price Adjustment (PA)				0	\$	-
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	643.20		
Monthly Asphalt Cement Price month project let (APL)			\$	402.00		
Total Monthly Tonnage of asphalt cement (TMT)				0		

Bitum Tack	SY	Gals/SY	Gals	gals/ton	tons
Single Surf. Trmt.		0.20	0	232.8234	0
Double Surf.Trmt.		0.44	0	232.8234	0
Triple Surf. Trmt		0.71	0	232.8234	0

TOTAL LIQUID AC ADJUSTMENT	\$	28,824.98
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Attachment 3

0013812_Job_Detail_Estimate_02-12-2018
STATE HIGHWAY AGENCY

DATE : 02/12/2018

PAGE : 1

JOB DETAIL ESTIMATE

JOB NUMBER : 0013812_ALT2 SPEC YEAR: 13
DESCRIPTION: PREFERRED ALTERNATE SR 77 SPUR AT CEDAR CREEK

ITEMS FOR JOB 0013812_ALT2

LINE	ITEM	ALT	UNITS	DESCRIPTION	QUANTITY	PRICE	AMOUNT
0005	150-1000		LS	TRAFFIC CONTROL - MPOPD1701067-0013812	1.000	55000.00	55000.00
0010	153-1300		EA	FIELD ENGINEERS OFFICE TP 3	1.000	96440.75	96440.76
0015	163-0232		AC	TEMPORARY GRASSING	1.250	536.98	671.23
0020	163-0240		TN	MULCH	50.000	264.75	13237.73
0025	163-0300		EA	CONSTRUCTION EXIT	2.000	1541.24	3082.49
0030	163-0527		EA	CNST/REM RIP RAP CKDM,STN P RIPRAP/SN BG	10.000	417.54	4175.40
0035	163-0541		EA	CONSTR & REM ROCK FILTER DAMS	4.000	629.95	2519.84
0040	165-0030		LF	MAINT OF TEMP SILT FENCE, TP C	1500.000	0.99	1495.17
0045	165-0041		LF	MAINT OF CHECK DAMS - ALL TYPES	100.000	10.32	1032.40
0050	165-0101		EA	MAINT OF CONST EXIT	2.000	634.56	1269.14
0055	165-0110		EA	MAINT OF ROCK FILTER DAM	2.000	294.21	588.43
0060	167-1000		EA	WATER QUALITY MONITORING AND SAMPLING	4.000	261.43	1045.74
0065	167-1500		MO	WATER QUALITY INSPECTIONS	18.000	623.66	11225.94
0070	171-0030		LF	TEMPORARY SILT FENCE, TYPE C	3000.000	3.47	10439.97
0075	210-0100		LS	GRADING COMPLETE - MPOPD1701067-0013812	1.000	300000.00	300000.00
0080	310-1101		TN	GR AGGR BASE CRS, INCL MATL	3950.000	29.08	114904.67
0085	318-3000		TN	AGGR SURF CRS	50.000	29.43	1471.90
0090	402-3103		TN	REC AC 9.5 MM SP,TPII,GP2, INCL BM & H L	30.000	111.48	3344.68
0095	402-3121		TN	RECYL AC 25MM SP,GP1/2,BM&HL	1250.000	87.85	109821.08
0100	402-3130		TN	RECYL AC 12.5MM SP,GP2,BM&HL	450.000	108.17	48680.07
0105	402-3190		TN	RECYL AC 19 MM SP,GP 1 OR 2 ,INC BM&HL	600.000	89.47	53686.40
0110	413-0750		GL	TACK COAT	700.000	3.00	2100.00
0115	432-5010		SY	MILL ASPH CONC PVMT,VARB DEPTH	270.000	12.21	3298.20
0120	433-1000		SY	REINF CONC APPROACH SLAB	250.000	188.72	47180.08
0125	441-0301		EA	CONC SPILLWAY, TP 1	4.000	2123.97	8495.88
0130	456-2015		GLM	IDENT. RUMB. STRIPS - GRND-IN-PL (SKIP)	0.500	12082.29	6041.15
0135	540-1102		LS	REM OF EX BR, BR NO - EX. BRIDGE 1	1.000	283500.00	283500.00
0140	543-9000		LS	CONSTR OF BRIDGE COMPLETE - BRIDGE 1	1.000	1080000.00	1080000.00
0145	550-2240		LF	SIDE DR PIPE 24,H 1-10	110.000	46.78	5146.68
0150	550-4124		EA	FLARED END SECT 24 IN, SIDE DR	8.000	480.47	3843.77
0155	603-2024		SY	STN DUMPED RIP RAP, TP 1, 24	400.000	57.97	23191.89
0160	603-7000		SY	PLASTIC FILTER FABRIC	400.000	4.24	1699.39
0165	632-0003		EA	CHANGEABLE MESS SIGN,PORT,TP 3	2.000	11767.23	23534.46
0170	636-1033		SF	HWY SIGNS, TP1MAT,REFL SH TP 9	50.000	17.94	897.18
0175	636-1036		SF	HWY SGN,TP1MAT,REFL SH TP 11	100.000	22.00	2200.00

Attachment 3

0013812_Job_Detail_Estimate_02-12-2018						
0180	636-2070	LF	GALV STEEL POSTS, TP 7	200.000	8.56	1712.15
0185	641-1100	LF	GUARDRAIL, TP T	100.000	74.89	7489.59
0190	641-1200	LF	GUARDRAIL, TP W	1000.000	20.31	20310.82
0195	641-5001	EA	GUARDRAIL ANCHORAGE, TP 1	2.000	970.20	1940.40
0200	641-5020	EA	GUARDRL, ANCHOR, TP 12B,31 IN, FLR, E/A	2.000	2750.00	5500.00
0205	643-8200	LF	BARRIER FENCE (ORANGE), 4 FT	200.000	2.10	421.96
0210	653-1501	LF	THERMO SOLID TRAF ST 5 IN, WHI	2400.000	0.75	1801.46
0215	653-1502	LF	THERMO SOLID TRAF ST, 5 IN YEL	2400.000	0.70	1703.86
0220	654-1001	EA	RAISED PVMT MARKERS TP 1	60.000	4.95	297.11
0225	657-1085	LF	PRF PL SD PVT MKG,8,B/W,TP PB	500.000	7.73	3865.61
0230	657-6085	LF	PRF PL SD PVMT MKG,8,B/Y,TPPB	500.000	7.38	3693.74
0235	700-6910	AC	PERMANENT GRASSING	2.500	1077.62	2694.07
0240	700-7000	TN	AGRICULTURAL LIME	5.000	175.76	878.81
0245	700-8000	TN	FERTILIZER MIXED GRADE	2.500	670.53	1676.34
0250	700-8100	LB	FERTILIZER NITROGEN CONTENT	500.000	2.86	1433.62
0255	711-0100	SY	TURF REINFORCING MATTING, TP 1	1000.000	4.00	4000.00
0260	716-2000	SY	EROSION CONTROL MATS, SLOPES	3000.000	1.38	4164.36
ITEM TOTAL						2388845.59
INFLATED ITEM TOTAL						2388845.59
TOTALS FOR JOB 0013812_ALT2						
ESTIMATED COST:						2388845.62
CONTINGENCY PERCENT (0.0):						0.00
ESTIMATED TOTAL:						2388845.62

Attachment 3

**GEORGIA DEPARTMENT OF TRANSPORTATION
PRELIMINARY ROW COST ESTIMATE SUMMARY**

Date: 12/12/2017

Project: Bridge Reconstruction

Revised:

County: Hart

PI: 13812

Description: Bridge Reconstruction SR 77 @ Cedar Creek

Project Termini: Bridge Reconstruction SR 77 @ Cedar Creek

Existing ROW: Varies

Parcels: 4

Required ROW: Varies

Land and Improvements \$36,990.00

Proximity Damage	\$0.00
Consequential Damage	\$0.00
Cost to Cures	\$0.00
Trade Fixtures	\$0.00
Improvements	\$0.00

Valuation Services \$15,000.00

Legal Services \$40,200.00

Relocation \$9,000.00

Demolition \$0.00

Administrative \$35,500.00

TOTAL ESTIMATED COSTS \$136,690.00

TOTAL ESTIMATED COSTS (ROUNDED) \$137,000.00

Preparation Credits	Hours	Signature

Prepared By:

Valencia Costa

CG#:

12/12/17

Approved By:

Eric K. Murray

CG#:

6545

(DATE) 12/13/17

NOTE: No Market Appreciation is included in this Preliminary Cost Estimate

RIGHT OF WAY COST ESTIMATE CHECKLIST

Description: SR 77 Spur at Cedar Creek

PI No.: 0013812

County: Hart

Project type: Bridge Reconstruction

Project length: 0.38 Miles

Project Phase: ☒ concept ☐ preliminary plans ☐ final plansTypical section: ☐ urban ☒ rural ☐ both

Number of parcels: 4

Required right of way: N/A Measured in: ☐ Acres ☐ Sq. ft.Permanent easement: N/A Measured in: ☐ Acres ☐ Sq. ft.Temporary detour easement: 1.37 Measured in: ☒ Acres ☐ Sq. ft.Driveway easement: 0.045 Measured in: ☒ Acres ☐ Sq. ft.➤ Limited access: ☐ Yes ☒ No ☐ Both

- Length of limited access: N/A
- List limited access parcels: N/A

➤ Displacement (s): ☐ ☐ residential ☐ commercial

- Residential parcels affected: N/A
- Commercial parcels affected: N/A

➤ Parking spaces displaced: ☐ Yes ☒ No amount: N/A

- Residential parcels affected: N/A
- Commercial parcels affected: N/A

Billboards displaced: ☐ Yes ☒ No amount: N/A**Attachments:**

- Preconstruction Status Report
- Concept layout

Submit cost estimate request to: RW-ConceptMtgs_Est@dot.ga.gov

November 2015

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE

Project No:

Office:

GAINESVILLECounty **Hart**

Date:

October 11, 2017P.I.# **0013812**Description: **SR 77 Spur @ Cedar Creek 7.5 Miles SE of Hartwell - Bridge Replacement****FROM**

Robby Oliver, District Utilities Manager

TO

Jeff Henry, Project Manager

SUBJECT**PRELIMINARY UTILITY COST ESTIMATE**

A review of utilities located on the above referenced project has been conducted based on the latest available plans. Listed below is a breakdown of the anticipated reimbursable and non-reimbursable cost.

<u>Utility Owner</u>	<u>Reimbursable</u>	<u>Non-Reimbursable</u>	<u>Estimate Based on</u>
Hart EMC	\$88,000.00	\$66,000.00	Site Visit / Available Drawings
Hart Telephone		\$50,400.00	Site Visit / Available Drawings
Comcast-CATV		\$17,280.00	Site Visit / Available Drawings
Total 100.00%	\$88,000.00	\$133,680.00	
Department Responsibility 100.00%	\$88,000.00		
Utility Owner Responsibility 100.00%		\$133,680.00	PFA Dated N/A with N/A

** Indicates Potential Utility Aid Request from Local Gov't

Estimate is based on the best available information at the current stage, unforeseen prior rights information may be provided by the Utility Company at a later date that could cause some non-reimbursable costs to shift to the reimbursable cost column.

Additional comments:

If additional information is needed, please contact Robby Oliver at 770-531-5772.

cc: Patrick Allen, State Utilities Administrator
Yulonda Pride-Forster, State Utilities Preconstruction Manager
Tom Fraver, Designer
Brandon Kirby, District Preconstruction Engineer
Roger Mealor, Area Manager
File

Department of Transportation State of Georgia

INTERDEPARTMENT CORRESPONDENCE

FILE Hart County
P.I. # 0013812

OFFICE Planning

DATE 10/26/2017

FROM Cynthia L. VanDyke, State Transportation Planning Administrator

TO Kimberly W. Nesbitt, State Program Delivery Administrator
Attention: Jeff Henry

SUBJECT **Design Traffic Forecasts** for SR 77 SPUR @ CEDAR CREEK 7.5 MI SE OF HARTWELL

Traffic assignments for the above project are as follows:

BRIDGE ID #147-0013-0

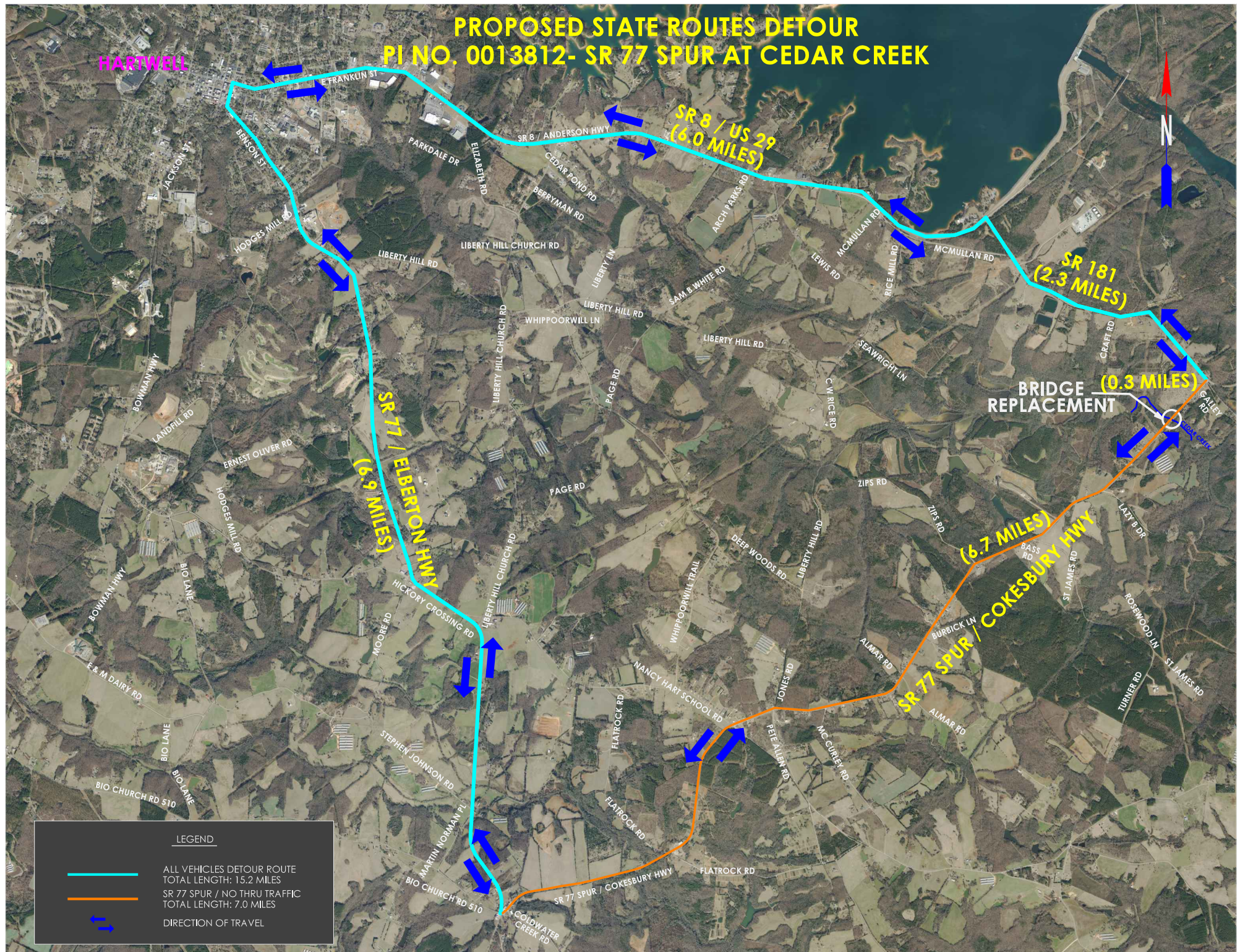
Build = No Build	2017 (Existing Year)	2021 (Base Year)	2023 (Base Year +2)	2041 (Design Year)	2043 (Design Year + 2)
AADT	1100	1150	1200	1400	1450
DHV (AM/PM)	70 / 95	70 / 100	70 / 105	85 / 125	90 / 125
K% (AM/PM)	6% / 9%	Same as Existing Year			
D% (AM/PM)	65% / 50%				
24 HR. T% - S.U.	6.5%				
24 HR. T% - COMB.	9.0%				
24 HR. T% - TOTAL	15.5%				
T% - S.U. (AM/PM)	4.0% / 8.5%				
T% - COMB. (AM/PM)	4.0% / 3.5%				
T% - TOTAL (AM/PM)	8.0% / 12.0%				

If you have any questions concerning this information please contact Rhonda Niles at 404-631-1924.

Nithin Gomez
Gresham, Smith and Partners
Design Traffic Review Consultant to GDOT
678-478-3350

CLV/NMG

PROPOSED STATE ROUTES DETOUR PI NO. 0013812- SR 77 SPUR AT CEDAR CREEK



Attachment 6



DATE: December 7, 2017

SUBJECT: Concept Team Meeting, Multiple Projects

PROJECTS:

- PI 0013747 - SR 8 @ BEAVERDAM CREEK 1.7 MI E OF ROYSTON
- PI 0013808 - SR 106 @ NAILS CREEK 7 MI S OF CARNESVILLE
- PI 0013811 - SR 77 SPUR @ LITTLE COLDWATER CREEK 6.5 MI SE OF HARTWELL
- PI 0013812 - SR 77 SPUR @ CEDAR CREEK 7.5 MI SE OF HARTWELL
- PI 0013887 - SR 77 @ FALLING CREEK 6.1 MI S OF ELBERTON

PLACE: GDOT District 1 Office Main Conference Room
2505 Athens Hwy SE, Gainesville, GA 30507

ATTENDEES:

<u>Name</u>	<u>Organization</u>
Jeff Henry	GDOT/AECOM
Shane Giles	GDOT D1 Traffic Operations
Harold Mull	GDOT D1
Butch Jones	GDOT D1 Utilities
Robert Simpson	GDOT AM
Justin Lott	GDOT D1 Design
Kim Coley	GDOT D1 Planning
Roger Mealor	GDOT State Const. Office
Lauren Falvery	GDOT Sr. Archaeologist (Via Call-in)
Amber Rhea	GDOT Sr. Architectural Historian (Via Call-in)
Clay Collins	GDOT Air & Noise Associate (Via Call-in)
Liza Wyand	GDOT NEPA Analyst (Via Call-in)
Carol Kalafut	GDOT Bridge Office (Via Call-in)
Tyler Sprayberry	GDOT Ecologist (Via Call-in)
Michael Margut	Atkins
Mark Grindstaff	Edwards-Pitman Environmental, Inc. (Via Call-in)
Carlos Azorra-Valdez	Gresham, Smith and Partners
Austin Williams	American Engineers, Inc. (AEI)
Tom Fravel	AEI
Unknown Name	AT&T (Via Call-in)

DISTRIBUTED TO: Attendees

DISCUSSION:

Attachment 6

The Progress Meeting began at 9:00 am at GDOT District 1 Office. Important items discussed at the meetings are as follows:

General Comments

- AEI indicated that the Design Team received early comments from Jeff Henry, Sean Pharr, and Derrick Cameron.
- Remove functionally obsolete from the project justification statement in the concept report.
- Keep the FEMA No item checked on all projects as all are located in a FEMA Zone A floodplain.
- Air & Noise Study could be Type I if distance from new bridge to a historic structure will be half or less of distance from the existing bridge.
- Show the State Route detour map and Local detour map in the concept report for the 3 Hart County Projects. Team further agreed to only show the State Route detour map at the Public Detour Meeting in February 2018.
- Add the Engineering Field Office pay item to the CES estimates.
- Use \$125 per square ft. for the bridge construction cost estimate.
- Use \$45 per square ft. for removal of the existing bridge.
- Only include the CES estimate for the preferred alternate in the Concept Report appendix.
- GDOT noted that significant vertical change in profile grade would warrant a noise study.

PI 0013747, HART COUNTY

- Utility representative indicated a 12" PVC Water line is located along the northside of the project and was directionally drilled during placement of the water main.
- AT&T also indicated they have two lines along the southside.
- Team concurred this project should include Level B SUE to be added to Task Order #2.
- Remove Low Impact from the other Project in the area section. Team also was instructed to add CR 152 Bridge Replacement over Pruitt Creek, PI 0014174, to the list of projects in the area.
- Add Harty County Water & Sewer to the Utility Involvement list.
- GDOT indicated the proposed permanent easements should be labeled as Construction, Maintenance of Slopes, and Utilities.
- Team agreed to check Yes to the SUE required on this project due to the water & AT&T facilities.
- Adjust the Archaeology statement to remove that a desktop survey was completed. GDOT indicated previous recorded archaeological site is within project corridor.
- On the Party Responsibility Chart, GDOT desires to add Contractor next to the Utility Owners along the Utility Relocation (Construction) row.
- Show right-of-way lines on Alternate #2.

Attachment 6

- GDOT suggested adding 12-ft. for the front slope on the roadway typical section.
- Add a bridge typical section to the concept report and that the 8-ft. shoulder width across the bridge is correct.

PI 0013811, HART COUNTY

- GDOT mentioned to keep proposed ditch within right-of-way. Under right-of-way section, modify the proposed right-of-way width to varies (60-ft. to 100-ft.) and check YES for required right-of-way anticipated.
- Add a bridge typical section to the concept report with a 6-ft. shoulder across the bridge.
- GDOT suggested adding 12-ft. for the front slope on the roadway typical section and narrow the ditch to 2-ft.
- GDOT indicated the proposed permanent easements should be labeled as Construction, Maintenance of Slopes, and Utilities.
- Need to add the cemetery in Archaeology section.
- GDOT noted to include the stone chimney house under history.

PI 0013812, HART COUNTY

- Add a bridge typical section to the concept report with a 6-ft. shoulder across the bridge.
- Archaeology section is correct as written on the project.
- GDOT suggested using an 8-ft. shoulder, 10-ft. front slope, and narrow the ditch to 2-ft. for the roadway typical section. Team agreed to keep the 4-ft. paved shoulder.

PI 0013808, FRANKLIN COUNTY

- Change City of Carnesville Gas to City of Royston.
- Change City of Carnesville Water to Franklin County Water.
- Change Georgia Power to Hart EMC.
- Add AT&T to utility involvement list.
- Review team indicated the preferred alternate will likely required relocation of 14 Hart EMC poles.
- Under right-of-way section, modify the proposed right-of-way width to varies (60-ft. to 100-ft.).
- GDOT indicated the proposed permanent easements should be labeled as Construction, Maintenance of Slopes, and Utilities.
- On the Party Responsibility Chart, GDOT desires to add Contractor next to the Utility Owners along the Utility Relocation (Construction) row.
- Under alternates considered, need to modify to indicate the roadway horizontal geometric issues with the existing curves.

Attachment 6

- Need to change number of parcels from 10 to 6 under the preferred alternate discussion.
- GDOT indicated that Cromers Bridge Road will need to be closed during construction and that temporary pavement would be required at each tie-in approach for the preferred alternate. The temporary pavement could impact a historic resource.
- Team requested that AEI verify Cromers Bridge Road sight distance during the design.
- GDOT suggested adding 12-ft. for the front slope on the roadway typical section and narrow the ditch to 2-ft.
- Bridge office desires to further investigate the preferred alternate due to cost.
- Add a bridge typical section to the concept report with a 6-ft. shoulder across the bridge.

PI 0013887, ELBERT COUNTY

- GDOT indicated the proposed permanent easements should be labeled as Construction, Maintenance of Slopes, and Utilities.
- Leave the Archaeology has not been completed yet and remove the rest of the statements.
- Add a bridge typical section to the concept report with a 6-ft. shoulder across the bridge.
- AEI will add an alternate 3 in the concept report for an off-site detour. Based on measurements by Jeff Henry in Google Maps, the state route detour would be 33 miles total length while the through route on SR 77 is 25 miles. Net additional length of detour route on state routes = 8 miles.

The meeting was adjourned at about 2:00 pm.

The above represents our understanding of the items discussed. Please notify us as soon as possible if you have any comments or questions.

Meeting Minutes By:
American Engineers, Inc.



Processed Date:9/12/2016

Bridge Inventory Data Listing

Parameters: Bridge Serial Num

Structure ID:147-0013-0

Hart

SUFF. RATING: 49.70

Location & Geography

Structure ID: 147-0013-0

200 Bridge Information: 06

*6A Feature Int: CEDAR CREEK

*6B Critical Bridge:

*7A Route No Carried: SR00077

*7B Facility Carried: SR 77 SPUR

9 Location: 7.5 MI SE OF HARTWELL

2 Dot District: 4841100000 - D1 DISTRICT ONE GAINESVILLE

207 Year Photo: 2013

*91 Inspection Frequency: 24 Date: 01/22/2015

92A Fract Crit Insp Freq: 0 Date: 02/01/1901

92B Underwater Insp Freq: 00 Date: 02/01/1901

92C Other Spc. Insp Freq: 00 Date: 02/01/1901

*4 Place Code: 00000

*5 Inventory Route(O/U): 1

Type: 3 - State

Designation: 4- Spur

Number: 00077

Direction: 0. Not applicable

*16 Latitude: 34.0000- 19.0730 HMMS Prefix:SR

*17 Longitude: 82.0000- 48.5378 HMMS Suffix:SP

MP: 6.66

98 Border Bridge: % Shared:00

99 ID Number: 0000000000000000

*100 STRAHNET: 0- The Feature is not a STRAHNET route.

12 Base Highway Network: 1

13A LRS Inventory Route: 14710077

13B Sub Inventory Route: 0.00

*101 Parallel Structure: N. No parallel structure exists

*102 Direction of Traffic: 2- Two Way

*264 Road Inventory Mile Post: 006.63

*208 Inspection Area: Area 01 Initials: TSP

Engineer's Initials: gmc

* Location ID No: 147-00077P-006.66N

*104 Highway System: 0- Inventory Route is not on the NHS

*26 Functional Classification: 7- Rural - Major Collector

*204 Federal Route Type: S - Secondary. No: 01724

105 Federal Lands Highway: 0. Not applicable

*110 Truck Route: 0

206 School Bus Route: 0

217 Benchmark Elevation: 0000.00

218 Datum: 0- Not Applicable

*19 Bypass Length: 4

*20 Toll: 3- On a Free Road or Non-Highway

*21 Maintenance: 01-State Highway Agency.

*22 Owner: 01-State Highway Agency.

*31 Design Load: 2- H 15

37 Historical Significance: 5- Not eligible for the National Register of Historic Places

205 Congressional District: 010

27 Year Constructed: 1957

106 Year Reconstructed: 0

33 Bridge Median: 0-None

34 Skew: 0

35 Structure Flared: No

38 Navigation Control: 0- Navigation is not controlled by an Agency

213 Special Steel Design: 8- Multi-beam shoe bearing cantilever

267 Type of Paint: 5- Waterborne System (Type VI or VII)

*42 Type of Service On: 1-Highway

Type of Service Under: 5-Waterway

214 Movable Bridge: 0

203 Type Bridge: A- Spread - O. Concrete M. Steel - O. Concrete

259 Pile Encasement 3

*43 Structure Type Main: 4-Steel (Continuous) 2-Stringer/Multi-Beam or Girder

45 No.Spans Main: 3

44 Structure Type Appr: 0- Other 0- Other

46 No Spans Appr: 0

226 Bridge Curve Horiz 0 Vert: 1.00

111 Pier Protection N - Navigation Control item coded 0, or Feature not a waterway

107 Deck Structure Type:

108 Wearing Structure Type:

Membrane Type:

Deck Protection:

Signs & Attachments

225 Expansion Joint Type: 01- Armored joint (sliding plates).

242 Deck Drains: 1- Open Scuppers.

243 Parapet Location: 0- None present.

Height: 0.00

Width: 0.00

238 Curb Height: 1

Curb Material: 1- Concrete.

239 Handrail 1- Concrete. 1- Concrete.

*240 Median Barrier Rail: 0- None.

241 Bridge Median Height: 0

* Bridge Median Width: 0

230 Guardrail Loc. Dir. Rear: 3- Both sides.

Fwd: 3- Both sides.

Oppo. Dir. Rear: 0- None.

Oppo. Fwd: 0- None.

244 Approach Slab 3- Forward and Rear.

224 Retaining Wall: 0- None.

233 Posted Speed Limit: 55

236 Warning Sign: 1.00

234 Delineator: 1.00

235 Hazard Boards: 1

237 Utilities Gas: 00- Not Applicable

Water: 00- Not Applicable

Electric: 00- Not Applicable

Telephone: 00- Not Applicable

Sewer: 00- Not Applicable

247 Lighting Street: 0

Navigation: 0

Aerial: 8- Mult

*248 County Continuity No.: 00



Processed Date:9/12/2016

Bridge Inventory Data Listing

Parameters: Bridge Serial Num

Structure ID:147-0013-0

Programming Data			Measurements:					
201 Project No:	FAS 1724 (1)		*29 ADT	780	Year:2011	65 Inventory Rating Method:	1-Load Factor (LF)	
202 Plans Available:	4- Plans in Infolmage.		109 %Trucks:	1		63 Operating Rating Method:	1-Load Factor (LF)	
249 Prop Proj No:	000000000000000000000000		* 28 Lanes On:	2	Under:0	66 Inventory Type:	2 - HS loading. Rating: 20	
250 Approval Status:	0000		210 No. Tracks On:	00	Under:00	64 Operating Type:	2 - HS loading. Rating: 34	
251 PI Number:	0013812		* 48 Max. Span Length	90		231Calculated Loads:		
252 Contract Date:	02/01/1901		* 49 Structure Length:	210		H-Modified:	21	0
260 Seismic No:	00000		51 Br. Rwdy. Width	23.70		HS-Modified:	23	0
75 Type Work:	34- Widening	1- Work to be done by contract	52 Deck Width:	29.70		Type 3:	22	0
94 Bridge Imp. Cost:	with deck \$821		* 47 Tot. Horiz. Cl:	24		Type 3s2:	27	0
95 Roadway Imp. Cost:	\$82		50 Curb / Sidewalk Width	2.00	/ 2.00	Timber:	24	0
96 Total Imp Cost:	\$1231		32 Approach Rdwy. Width	21		Piggyback:	40	0
76 Imp Length:	423		*229 Shoulder Width:			261 H Inventory Rating:	21	
97 Imp Year:	2013		Rear Lt:	5.00	Type:8 - Rt:5	262 H Operating Rating	35	
114 Furure ADT:	1170	Year:2031	Fwd. Lt:	6.00	Type:8 - Grass Rt:6	67 Structural Evaluation:	5	
Hydraulic Data			Pavement Width:			58 Deck Condition:	5 - Fair Condition	
215Waterway Data:			Rear:	21.50	Type: 2- Asphalt.	59 Superstructure Condition:	5 - Fair Condition	
High Water Elev:	0000.0	Year:1900		21.80	Type: 2- Asphalt.	* 227 Collision Damage:		
Flood Elev:	0000.0	Freq:00	Intersaction Rear:	0	Fwd: 0	60A Substructure Condition:	6 - Satisfactory Condition	
Avg Streambed Elev:	0000.0		36Safety Features Br. Rail:	2- Inspected feature meets acceptable construction date standards.		60B Scour Condition:	8 - Very Good Condition	
Drainage Area:	00000		Transition:	2- Inspected feature meets acceptable construction date standards.		60C Underwater Condition	N - Not Applicable	
Area of Opening:	000000		App. G. Rail:	2- Inspected feature meets acceptable construction date standards.		71 Waterway Adequacy:	9-Superior to present desirable criteria.	
113 Scour Critical	U. No Load Rating; no scour critical data entered.		App. Rail End:	2- Inspected feature meets acceptable construction date standards.		61 Channel Protection Cond.:	6	
216 Water Depth:	1.4	Br.Height:48.0	53 Minimum Cl. Over:	99'99"		68 Deck Geometry:	4	
222 Slope Protection:	1		Under:	N- Feature not a highway or railroad.	0.00'0.00"	69 UnderClr. Horz/Vert:	N	
221Spur Dikes Rear	0	Fwd:0	*228 Minimum Vertical Cl			72 Appr. Alignment:	8-No reduction of vehicle operating speed required.	
219 Fender System	0- None.		Act. Odm Dir:.	99 ' 99"		62 Culvert:	N - Not Applicable	
220 Dolphin:			Oppo. Dir:	99' 99"		Posting Data		
223 Culvert Cover:	000		Posted Odm. Dir:	00' 00"		70 Bridge Posting Required	5. Equal to or above legal loads	
Type:	0- Not Applicable		Oppo. Dir:	00'00 "		41 Struct Open, Posted, CL:	A. Open, no restriction	
No. Barrels:	0		55 Lateral Undercl. Rt:	N- Feature not a highway or railroad.	0.00	* 103 Temporary Structure:	0	
Width:	0.00	Height:0	56 Lateral Undercl. Lt:	0.00		232 Posted Loads		
Length:	0	Apron:0	*10 Max Min Vert Cl:	99' 99" Dir:0		H-Modified:	00	
*265 U/W Insp. Area	0	Diver:ZZZ	39 Nav Vert Cl:	000 Horiz:0		HS-Modified:	00	
*Location ID No:	147-00077P-006.66N		116 Nav Vert Cl Closed:	000		Type 3:	00	
			245 Deck Thickness Main	6.50		Type 3s2:	00	
			Deck Thick Approach:	0.00		Timber:	00	
			246 Overlay Thickness:	0.00		Piggyback	00	
			212 Year Last Painted:	Sup:1998 Sub:0000		253 Notification Date:	02/01/1901	
						258 Fed Notify Date:	02/01/1901	

PI 0013812, Hart County
Georgia Department of Transportation
Bridge Replacement Project
Detour Impact Form for County Administrator

Using the attached project map, please respond to the questions below. Please provide as much information as you feel is necessary. Please respond to all questions – use “N/A” or “Unknown” if no relevant information to question is available. If you need additional information or mapping for this project, please contact us.

1. Please quantify the number of impacts anticipated by an off-site detour.

Daily Number of vehicles Unknown

Daily Number of Trucks Unknown

Number of Residences 15

Number of Businesses 3

Detour Length _____

2. Please rate the impact on service if the bridge were closed for up to a year?

☒ No Concerns ☐ Moderate Concerns ☐ Major Concerns

3. If concerns were identified, please specify what they are below, be as specific as possible (Conditions of detour route, location of students, new development expected, weight restrictions, etc.)

4. Are there any future time periods or events that you know of where bridge closure would be of particular concern? Please note the event and any details you are familiar with.

N/A

5. Is there anyone you feel we should contact specifically regarding this project? Please note their name, phone number, and reason we should contact them?

N/A

6. Are there any additional comments you have regarding the project? Are the road names referenced the names the locals would use?

Form Completed by (Name):

(Title):

Date:

Terry Packer
Co. Administrator
10/4/17

- Name: Terrell Partain
 - Date: 10/2/2017
 - Title: Co. Administrator / EMA Director
 - County: Hart
-

- PI: 0013812, 0013747, and 0013811

Q1

Please rate the impact to Emergency Response services if the bridge were closed for up to a year.

Moderate Impact

Q2

If there are concerns please specify. Be as specific as possible. (examples: condition of detour routes, located in a high call volume area, closure could affect response to schools, weight restrictions, expected new development in the area, coordination with partner agency required to facilitate service)

None

Q3

Are there any future time periods or events that you know of where bridge closure would be of particular concern? Please note the event and any details you are familiar with.

NO

Q4

Is there anyone you feel we should contact specifically regarding this project? Please note their name, contact information, and reason we should contact them?

NO

Q5

Are there any additional comments you have for this project? Are the road names referenced the names the locals would use?

NO

- Name: Jeff Garner
 - Date: 10/03/2017
 - Title: Transportation Director
 - County: Hart
-

- PI or Structure Number (from letter): 0013812

Q1

How many School Buses crossings over this bridge are there per day?

Number of Trips: 0
Number of Busses: 0

Q2

Please rate the impact on service if the bridge were closed for up to a year?

No Concerns

Q3

If concerns were identified, please specify what they are below, be as specific as possible (Conditions of detour route, location of students, new development expected, weight restrictions, etc.)

Respondent skipped this question

Q4

Are there any future time periods or events that you know of where bridge closure would be of particular concern? Please note the event and any details you are familiar with.

Respondent skipped this question

Q5

Is there anyone you feel we should contact specifically regarding this project? Please note their name, phone number, and reason we should contact them?

Respondent skipped this question

Q6

Are there any additional comments you have regarding the project? Are the road names referenced the names the locals would use?

yes